

Congressional Investigations of the Nation's War Activities

...fusing to permit United States ammunition to be used.

It was this experience which drove the colonel to Europe, for he felt that his own country would not give a fair chance to his invention. Much has been made of the fact that the Lewis gun is a fine gun with British ammunition, but no good with American ammunition. Yet it was with American ammunition that the colonel went abroad, and according to his story, in forty-eight hours after he arrived in England on the strength of the showing of these guns a company was organized which is to-day producing thousands of guns.

As on previous days the testimony today went to show the inefficiency of the present organizations. "Give us a man," he said, "in that job, one like Stettinius, or Schwab, or Farwell of the Steel Trust, or Murphy of the Red Cross in France."

"Hasn't the Secretary of War the

U. S. Scorned Inventions, Colonel Lewis Declares

WASHINGTON, Dec. 22.—Colonel Isaac N. Lewis, inventor of the celebrated machine gun bearing his name, was the principal witness to-day before the Senate committee investigating the conduct of the war.

General Crozier's statement that France has a surplus of war material from which American troops can temporarily be supplied was characterized by Lewis as "simply astounding." Anything that General Pershing gets from France, he declared, simply is a sacrifice.

In machine gun fighting, Lewis declared, British ammunition was quite as effective as American. His gun, he said, can be and is being adapted for any ammunition. Germans have captured and used them by recharging.

When asked how many Lewis guns are being used by the British Lewis said that in the recent British drive 50,000 were on the front.

Germans Wanted Lewis Gun

Lewis declared that in July, 1914, a week before the war broke out, the German government had arranged to buy the gun, but that he called it off. Germany, he said, has no satisfactory type of light machine gun, using a very heavy rapid fire. A Danish machine of the Vickers type is used by German aviators.

An army of 2,000,000 men Colonel Lewis said there should be 100,000 machine guns, fifty for each 1,000 men. To keep up the supply 75,000 ought to be made annually, he said. Present American factories, he said, have a capacity of 65,000 or 70,000. In the British army alone, he said, over 600,000 men are under instruction continually with Lewis guns.

General Leonard Wood, when chief of staff, favored adoption of the Lewis gun, the witness said, and he insisted that General Crozier alone is responsible for preventing the adoption of the Lewis gun. He declared that the Ordnance Bureau was a "one-man machine," and said General Crozier had used his office for personal malice against a man not in the "ring," Mr. Lewis said.

Responding to other questions, Lewis charged that General Crozier's attitude toward him was due both to personal and professional prejudice. Lewis told of his range finder, which the government adopted many years ago. He said General Crozier opposed it, but a special board it adopted.

Declares Baker Not Prejudiced

Under protest to Secretary Baker against General Crozier's order against using the Lewis gun for ground work in France, Colonel Lewis said he did not think the government was prejudiced at all against the Lewis weapon.

Colonel Lewis said that in his opinion the German Maxim rifle was first, the French rifle third, and the British fourth, but that for all around present war purposes the British rifle is the best. He said that the Ordnance Bureau's order adopting the modified Enfield rifle was a "colossal blunder," because too essential in producing rifles then badly needed by the nation's army was lost in modifying the Enfield. Referring to his offer to return his royalties on United States government purchases of Lewis guns, Colonel Lewis said he did not know until Secretary Baker verbally told him two weeks ago that his checks sent last February for about \$17,000, representing royalties on 350 guns bought during the Mexican border trouble, had been accepted.

"I have had no word of appreciation from my government in thirty-eight years' service, not one word," Colonel Lewis said. "I think was just to give my rights of 43 per cent in the royalties unreservedly to the government, and I'm going to give my royalties on this government's purchases back to the government whenever they accept it or not. I'm going to get it off my heart and conscience." He added that present contracts aggregate \$2,500,000.

U. S. Officials Spurned Offer

Colonel Lewis told the Senate that he did not first offer his weapon to the government, but that while still an active officer in the army he tried without avail to persuade the War Department to accept it free of cost.

Colonel Lewis said he took his invention to the chief of staff, then Major General Leonard Wood.

"I wanted to present it to the government," he said. "Even last June I went to the present Secretary of War and offered him all my interests without any emolument. The only condition, which I think was not in my mind, was that the official test should not be made at the Springfield arsenal."

When Senator Hitchcock asked if any others were interested in his gun and if they had offered their interest to the government, Colonel Lewis said stockholders of the Automatic Arms Company, who backed his early patent, were interested.

"Did they offer their interests?" he was asked.

"My offer wasn't even considered," Colonel Lewis protested. "It was turned down flat."

A letter dated December 11 last, referring to his offer of his gun to Secretary Baker, was read by Colonel Lewis. In it he offered also to turn over all of his share—43 per cent—of all royalties, aggregating \$2,000,000 under existing contracts. In the letter Colonel Lewis protested against alleged injustices of statements by Secretary Baker regarding the gun. He cited the success the British had had with his arm, and declared that of twelve Zepplins brought down by the British, ten were bagged with the Lewis gun.

"I want it understood that I was and am ready to give my check to the Secretary for my royalties or my interest in the patents," he said, stating he had offered his gun repeatedly in 1911, 1912 and often afterward.

"I kept it alive," he said.

How he sent his checks for \$11,000 and \$6,700 of royalty receipts to the Secretary on certain contracts was detailed by Colonel Lewis, who said he had offered his gun repeatedly in 1911, 1912 and often afterward.

"Says Crozier Turned Him Down"

"General Crozier promptly advised its rejection," he said.

Asked why he was willing to give his

power you want in a Secretary of Munitions?" Senator Chamberlain asked.

"If he has he doesn't use it," retorted the witness.

The most striking illustration the witness had of the indecision and bungling of the present system related to the Liberty truck. He had taken an order for a certain number of frames for these trucks. Truck frames are naturally the simplest thing conceivable. Yet in six weeks after the order had been accepted on what were supposed to be final specifications thirty-eight changes in design had been ordered from Washington. All this meant delay and manufacturing difficulties.

The same indecision existed in regard to airplanes. The War Department at first ordered many thousands of Lewis guns for trench work. Then in November, after the guns had been made, it was decided that all these guns be made for use in airplanes instead of being used on the ground. The loss was \$100,000.

Capps Blocked Goethals's Ship Plans, Says Hurley

Chairman Tells Senate Investigators \$100,000,000 Contracts Were Held Up—Admits Wooden Ship Programme Is Delayed

[Staff Correspondence]

WASHINGTON, Dec. 22.—The Senate investigation of the Shipping Board today developed the fact that Admiral Capps, former general manager of the Emergency Fleet Corporation, had held up \$100,000,000 worth of ship contracts approved by his predecessor, General Goethals, for a period of nearly two months. Chairman Hurley made this admission under the questions of members of the committee. Some changes were eventually made in the contracts, Chairman Hurley stated, though these were of a minor nature.

General Manager Piez, of the Fleet Corporation, told members of the Senate committee that the wooden ship building programme had broken down several months ago and was still in bad shape. This, he alleged, was due chiefly to the failure of the Southern Pine Association to make good on deliveries of timber. Some of the delay, however, he stated, was caused by changes in the wooden ship specifications. Pressed for an opinion on the necessity of changed specifications, Mr. Piez declined to pass judgment, saying that there was a difference of opinion among experts regarding the original specifications.

Others to testify to-day were Commissioner Donald, of the Shipping Board, and Admiral Bowles, assistant to General Manager Piez. Commissioner Donald declared that he knew of no way that Congress could act to increase the production of ships. "The Shipping Board is taking all possible steps to accomplish this now," said Mr. Donald. "I do not know of any way that Congress could help by legislation."

Gives Committee Figures

Admiral Bowles supplied the committee with a confidential report on the progress of work on the shipping programme and enlightened the members on the difference between dead weight and gross tonnage calculation.

To-day's shipping inquiry developed little that was to the discredit of the Hurley administration. Even the delay in acting on the Goethals negotiated contracts by Admiral Capps, though probably more protracted than was necessary, yet was mitigated in some measure, it was explained, by the fact that the contracts were referred to Admiral Capps the day that he undertook his new duties and before he had gained any appreciable acquaintance with his new duties.

Senator Knute Nelson lightened the proceedings somewhat to-day, when he declared that the recent impetus given wooden shipbuilding in this country was due to the initiative of Norwegian shipbuilders who had recently established yards on the Pacific Coast. Later, when the qualifications of Mr. Ferris, chief constructor of the Fleet Corporation, were under discussion, Mr. Nelson wanted to know whether he had ever visited Norway.

General Manager Piez testified that the reorganization of the Fleet Corporation effected by Chairman Hurley about the middle of November which made the manager of the Fleet Corporation an appointive officer, charged only with such authority as was delegated by the chairman of the Shipping Board, was sound business practice and similar to the organization policy of all large corporations. This change in the organization, he explained, eliminated the dual authority relationship which had been the basis for the Denham-Crozier feud.

The 1913 test was premature, against his judgment, Colonel Lewis declared, but he did not regard the outcome as a failure for his gun.

"The gun is just the same to-day as it was then, not a change made," Colonel Lewis said, declaring General Crozier had adopted various different types of machine guns, spending millions on the Benet-Mercier (a French gun).

"All the other experts believe the Browning is the best gun developed and you are the only one against me," Senator Hitchcock suggested.

Lewis replied that the experts were interested in manufacturing the Browning.

When Colonel Lewis's examination was resumed after the recess the committee voted down a motion by Senator Frelinghuysen to have the inventor put under oath regarding newspaper interviews with him reflecting on General Crozier.

"You feel so strongly that you've let your feelings run away," declared Senator Weeks, of Massachusetts.

Lewis, however, repudiated the interviews in positive terms.

Lewis's Aid Testifies

E. L. Borie, manufacturing head of the Savage Arms Company, the American makers of the Lewis gun, said when the Mexican border trouble broke out he offered his gun to the War Department, but got an order for only 350 to use British ammunition. Before the United States entered the war he offered the Lewis gun to the War Department and was refused orders, but got them from the Navy Department, Mr. Borie said.

"I went to the War Department in February," he continued, "but they would not do anything until after the tests ordered for May (when the new Browning gun was adopted). The Navy Department also did not want to place any order at that time until after the War Department's tests, but did order some gun mounts."

"After war broke out, we again offered guns to the War Department and were told again the tests would be awaited. The Navy Department and Marine Corps, however, ordered a special test. They did not want to wait for the War Department tests, and we had a test for the navy on April 5. The test was so successful that the navy ordered, on April 20th, 3,500 guns, inside of three weeks. Admiral Earle and General Barnett said they did not want to wait any longer under the conditions."

On April 12, he said, the War Department ordered 1,500 Lewis guns to use with American ammunition, before the official test was held, "on the strength of the navy test."

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The Ordnance Bureau, Mr. Borie said, approached his firm last summer to have it make the new Browning gun, but the firm declined unless the government would not want to pay for the factory.

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Has No Alternative

Mr. Piez said he knew of no way to manufacture to meet the requirements of the task which confronted them.

The wooden building programme was

deliveries could not be made as contracted for.

Mr. Borie said he told War Department officials that if his concern made Browning guns it would take six or eight months to begin deliveries, even in small quantities.

A letter was received from the Ordnance Bureau August 13, Mr. Borie said, directing the Savage company to stop production of the Lewis gun July 1st, and to produce thereafter with the light Browning gun.

"We were flabbergasted," he said, "but they changed their minds, and on September 25 ordered aircraft guns of the Lewis type, which will keep the plant going all next year."

Mr. Borie said he had decided to continue manufacture of the Lewis gun, anyway, since if the United States Government would not buy their foreign governments would.

Statements by General Crozier and private machine gun manufacturers that the Lewis does not synchronize through airplane propellers were refuted by Mr. Borie. Assertions also that the Lewis gun cannot be successfully used with American ammunition, Mr. Borie said he desired to "nullify an absolute falsehood."

The Ordnance Bureau's business system was sharply criticized by Mr. Borie.

"We ought to have a director of munitions," he said, "a big, broad-minded man, a h-man, not a pussyfoot. Until you do that you'll never get any where."

Senator Hitchcock asked Mr. Borie if Secretary Baker had centralized authority.

"If he has, he doesn't use it," said Mr. Borie.

Mr. Borie said the War Department had made thirty-eight changes in motor truck specifications in the last six weeks, and that it had "played the devil with manufacture." The government was not satisfied with dozens of good trucks in the market, and insisted on the Liberty truck, he said.

Senator Chamberlain said it might be a good deal of time to get a standardized truck.

The War Department, Mr. Borie said, had decided to use the Lewis gun only for aircraft, and that changing the design to make it available for airplane planes had made it much less effective for transfer back to ground work.

At the conclusion of Mr. Borie's

NO CHARGE.

IF WE FAIL TO REPRODUCE ALL VERMILION

GUARANTEE EXTERMINATING COMPANY

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Draft Defeated; Premier of Australia May Now Quit

Hughes Refuses to Comment on Returns, but Friends Say He Will Resign

VANCOUVER, British Columbia, Dec. 22.—A special cable from Sydney, Australia, to "The Vancouver World," commenting on the returns from the conscription referendum, says:

"Premier Hughes has so far refused to comment on the result, but the general impression is that as soon as the result is officially announced he will tender his resignation. There has been much criticism concerning the method in which the campaign has been handled, and insistent demands are made for a new leader of the Nationalists. Mr. Hughes has been the most prominently mentioned as the possible successor."

"Western Australia so far is the only state which returned a majority for conscription. In New South Wales the 'No' vote led by more than 136,000."

College Head Calls For National Leader

A call for national leaders, such as America had in her infancy, was sounded by Dr. Charles Alexander Richmond, president of Union College, last night at the New England Society's annual banquet commemorating the Pilgrim Fathers at Plymouth.

"In the great crises of our national life in the past we have always found leaders of men," said Dr. Richmond. "It is no disparagement of the present generation to say that the leading personalities before this nation today are not the equals of the men we call the Fathers."

"There are men among us of the widest experience and of the first rate gifts, fitted to render the most important service, but who are not rendering these services simply because they have not been called. Shall we have to wait until they are able to pronounce some party shibboleth before we can use these men?"

"We need the books of the war are made up it will be seen that many thousands of the best of England's lives will have to be set down to the account of party spirit. With this warning before their eyes, I think the American people will not be very patient if the blundering of party leadership should make us suffer from this same tragic mistake."

T. R. Praises Fight Against Alcoholism

The Rev. Ferdinand C. Iglehart sent Colonel Roosevelt a copy of his new book, "King Alcohol Dethroned," just published by "The Christian Herald," to which the Colonel made the following reply:

"My Dear Dr. Iglehart: I thank you for your book and appreciate your sending it to me, and I wish to congratulate you on what has happened in Congress and the success that is crowning your long fight against alcoholism. The American nation has been one of the most mischievous elements in American social, political and industrial life. No man has warred more valiantly against it than you have, and I am glad that it has been my privilege to stand with you in the contest."

"Faithfully yours,"

"THEODORE ROOSEVELT."

2d U. S. Cargo Ship Is Launched Here

New Steel Steamer Is To Be Ready for Sea in Three Months

The War Unit, the second of ten steel steamships contracted for by the government, was launched yesterday at the Standard Shipbuilding Company's yards, on Shooter Island. The vessel is 393 feet long, 52 feet beam, will draw 15 feet of water and have a speed of fourteen knots. It is designed for a cargo carrier or transport.

Its keel was laid late in August, and the company hopes to have the vessel ready to turn over to the government in another three months. The Scandinavian, the first of the ten to take the water, was completed in eight months, and is now at sea on government business.

About 250 persons were invited to the launching, which took place at high water, at 4 o'clock. Among them were naval officers and representatives of the Shipping Board. A platform was erected about the bow of the vessel large enough to accommodate all the guests. In the front rank stood Miss Nellie Buckwater, of Brooklyn, who christened the ship.

testimony the committee adjourned over Christmas. It plans to resume examination next Wednesday of Quartermaster General Sharpe regarding the clothing, canteen, transportation and other questions.

Department of Commerce Adopts Daylight Saving

[Staff Correspondence]

WASHINGTON, Dec. 22.—The daylight saving plan has been adopted by the Department of Commerce under an order issued to-day by Secretary Redfield. Instead of reporting for duty at 9 o'clock, the officers and employees of the bureau of foreign and domestic commerce, navigation, lighthouses and steamboat inspection service will hereafter begin their day's work at 8:30, quitting a half hour earlier in the evening than heretofore. The employees of the bureau of the department will do likewise.

Realty Holdings Vast

Millions of dollars of Chicago real estate, known as the central manufacturing district, appeared in a list of assets of the Chicago Junction Railway Company, the Union Stock Yards Company, Mr. Heney called particular attention to the assets of this company, because of representations made to small stockholders, when Armour and Prince gained control of the company, that the company's property was in danger of material depreciation in order to get the small investors to surrender their

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Packers Found Profit in Many Side Interests

Realty, Cottonseed Oil and Trade Papers Interested

Armour and Others

Aimed at Control Of Cattle Market

Hearings, Adjourned for Holidays, To Be Resumed in New York

WASHINGTON, Dec. 22.—Cottonseed oil plants, Chicago real estate and cattle trade papers appeared to-day in the records of the Federal Trade Commission's inquiry into the packing industry as side lines into which the control of the big packers has extended.

When the inquiry at the end of today's session was adjourned over the holidays, Francis J. Heney, special counsel for the commission, announced that subsequent hearings, probably in New York or Boston, would deal with the packers' alleged control of grain, fertilizers, dairying, dairy-feed, butter substitutes, leather, hides, poultry and canned vegetables, none of which was touched on in the first three days' testimony.

"Testimony already introduced has touched only one angle of the situation," said Mr. Heney. "We have had many investigators out all over the country for four months, and what has been introduced so far has been only a part of what was discovered in Boston."

Armour's Interests Widespread

Having introduced evidence designed to establish the control of the Chicago Stock Yards and Terminal Railways by the Chicago Stock Yards Company, Frederick H. Prince, of Chicago, and Frederick H. Prince, of Boston, Mr. Heney developed from witnesses to-day that Armour & Co. are interested also in eleven other stock yards. It had been testified previously that the Morris group of packers owned most of the Kansas City yards, and that Swift was interested in the St. Paul yard.

Mr. Heney charged that by controlling the principal cattle markets of the country the packers are in a position to manipulate the nation's meat supply, as well as dictate prices to both producer and consumer. He said that the large profits of the stock yards and railway companies came chiefly from the producers, who pay storage, feed and handling charges, which constitute the bulk of the companies' income.

Records were introduced to-day to show that other packers besides Armour are interested in the Chicago stock yards. Persons connected with the Swift and Morris interests appeared on the lists of directors of the Chicago Junction Railway Company and the Chicago Union Stock Yards and Terminal Company, operating the terminal railways and the stock yards.

These companies are owned by the Chicago Junction Railway and Union Stock Yards Company, New Jersey, which, in turn, is controlled by the Morris corporation formed by Armour and Prince. Frederick W. Croll, treasurer of Armour & Co., said he could not explain why the other packers should have representation on these concerns.

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Armour Denies Any Attempt to "Cover Up" Information Wanted

CHICAGO, Dec. 22.—J. Ogden Armour, head of Armour & Co., to-night issued a statement denying that any effort had been made by the Federal Trade Commission, now investigating the packers, asserting that the commission's examiners had been given full access to the records of the company, and detailing his part in the purchase of the common stock of the Chicago Junction Railway and Union Stock Yards companies and the formation of the Chicago Stock Yards Company. The statement follows:

"Agents and examiners of the Federal Trade Commission have been given full access, and have been diligently at work for the last two months going over the books and records of Armour & Co., in